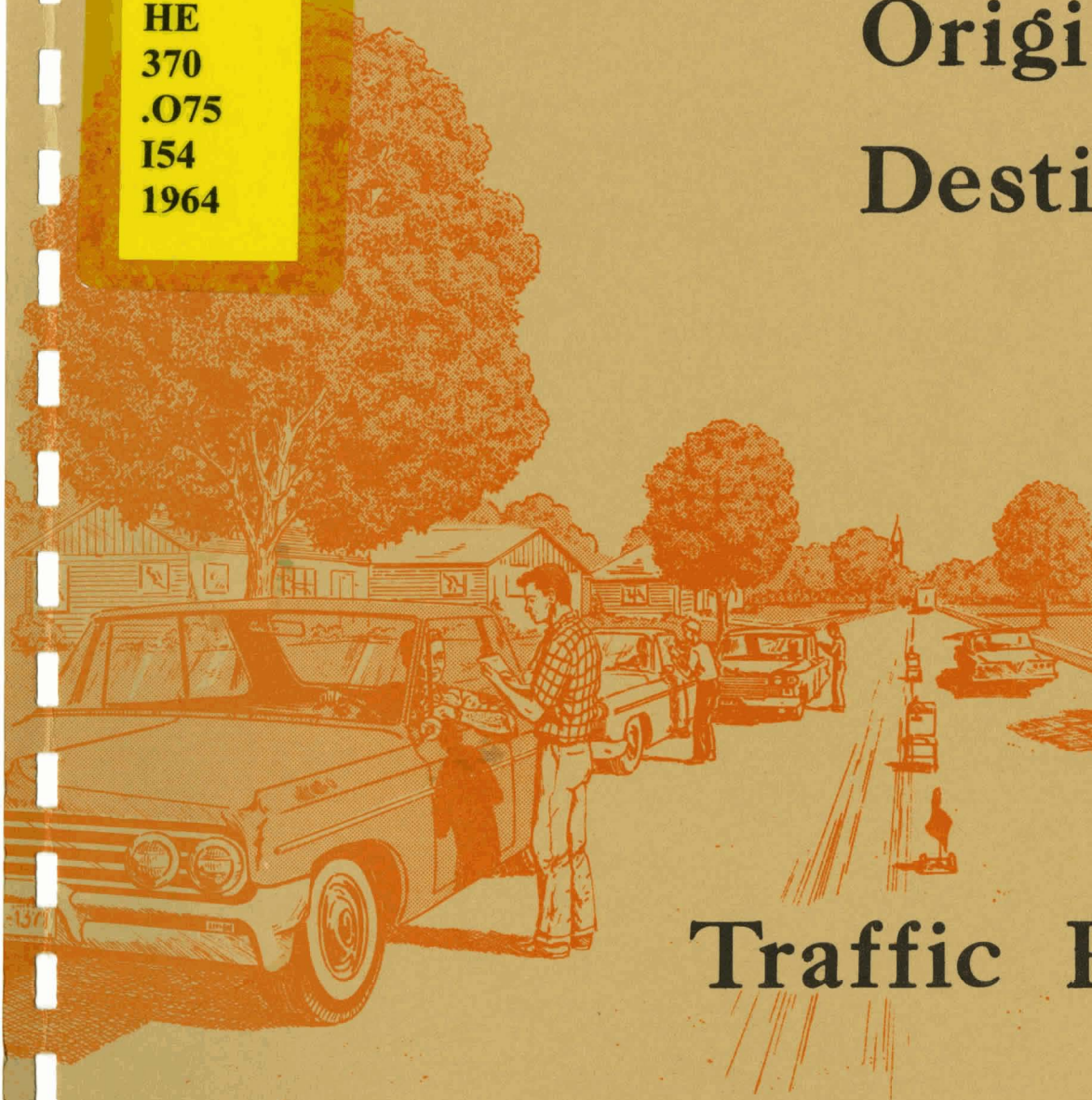


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Origin and
Destination



Traffic Report

IOWA

July of 1962

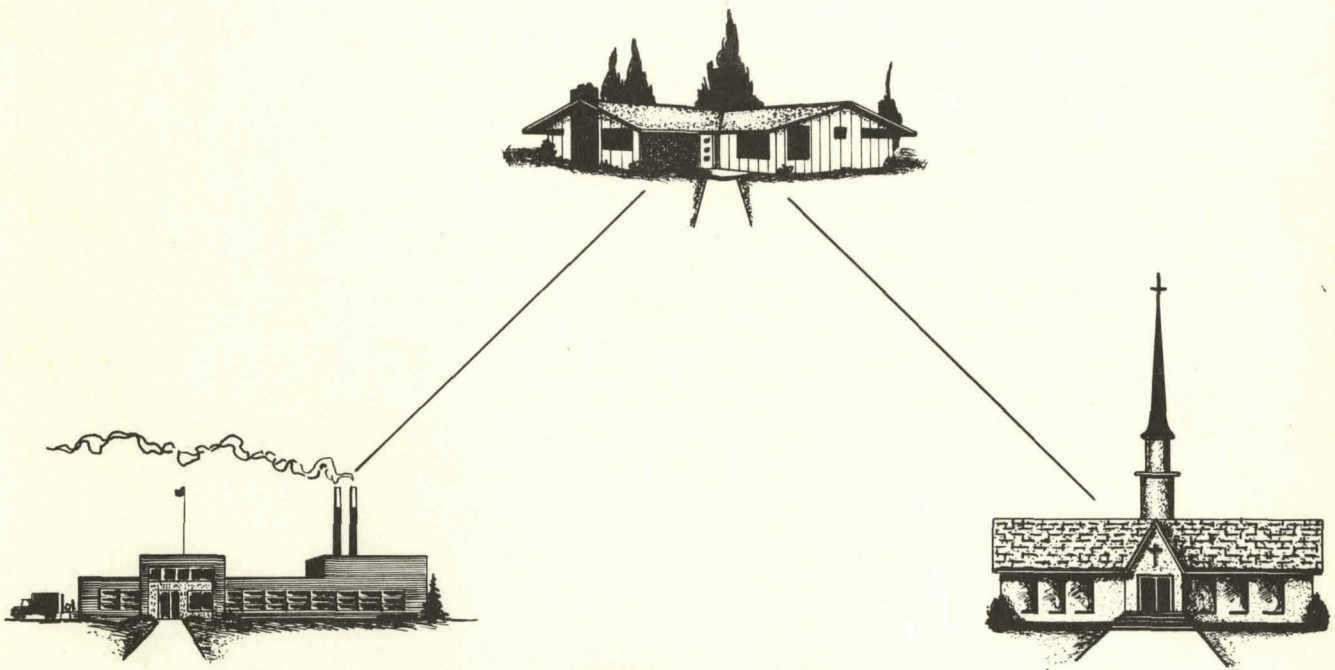
State of Iowa

INDIANOLA

Origin And Destination

Traffic Study

November 1964



PREPARED BY

TRAFFIC AND HIGHWAY PLANNING DEPARTMENT

DIVISION OF PLANNING

IOWA STATE HIGHWAY COMMISSION

IN COOPERATION WITH THE

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

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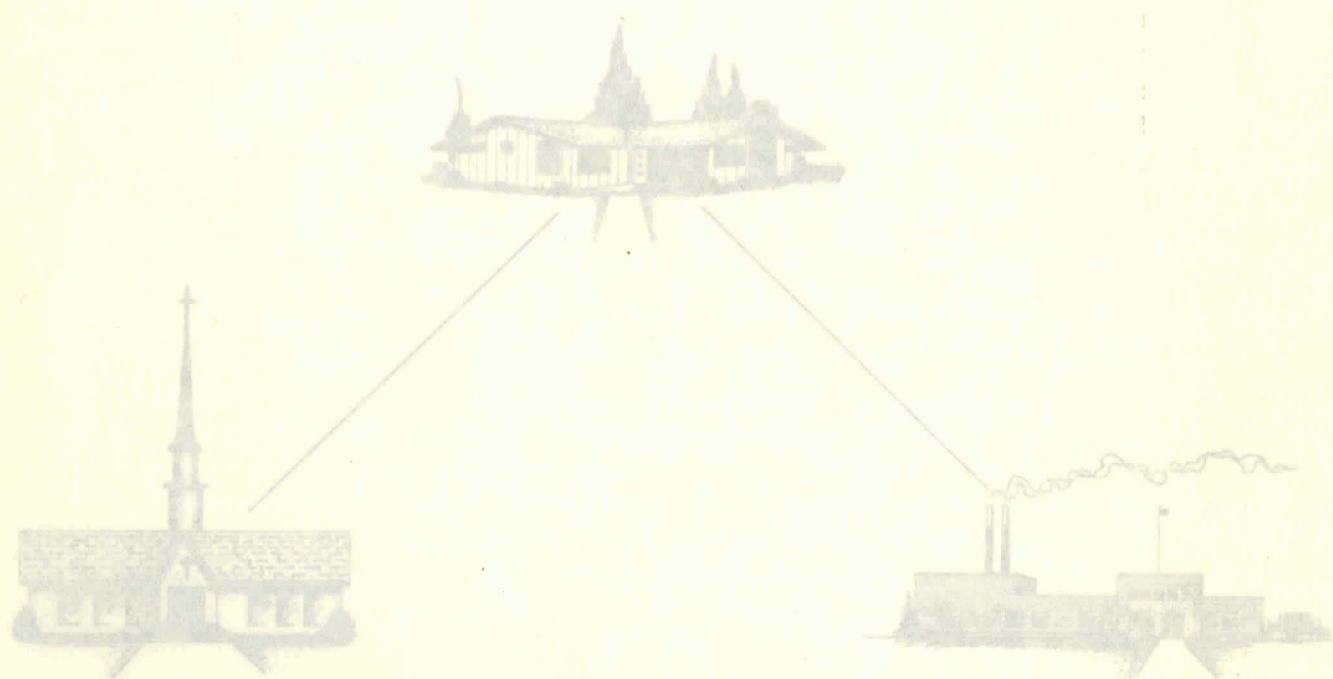
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BUREAU OF PUBLIC ROADS

INTRODUCTION

During the last week of July in 1962, the Iowa State Highway Commission, in cooperation with the United States Bureau of Public Roads, conducted an external origin-destination traffic survey in Indianola.

The purpose of this survey was to determine the total number and type of vehicles entering or leaving the study area and to obtain origin and destination data from a representative sample of those vehicles.

Factual information of this nature is essential in the planning of streets and highways which will not only serve the needs of local traffic, but which will serve the needs of interstate and intercity traffic as well.

It is not the purpose of this report to make recommendations concerning the revision or construction of routes. It is rather to organize and present the findings of the survey in a manner which will facilitate the determination of traffic needs and thereby provide the basis for future street and highway planning.

INTRODUCTION

During the last week of July in 1963, the Iowa State Highway Commission, in cooperation with the United States Bureau of Public Roads, conducted an external origin-destination traffic survey in Indiana.

The purpose of this survey was to determine the total number and type of vehicles entering or leaving the study area and to obtain origin and destination data from a representative sample of those vehicles.

Factual information of this nature is essential in the planning of streets and highways which will not only serve the needs of local traffic, but which will serve the needs of interstate and intercity traffic as well.

It is not the purpose of this report to make recommendations concerning the revision or construction of routes. It is rather to organize and present the findings of the survey in a manner which will facilitate the determination of traffic needs and thereby provide the basis for future street and highway planning.

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The major business district of a city.

Central Business District

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A location on a minor road at the point where it crosses the cordon line and at which no interviews were taken.

Code Station

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The area enclosed by a cordon line of interview stations and generally corresponding with corporation lines or urban areas lines.

Study Area

The total number of vehicles passing a given point.

Traffic

DEFINITIONS OF TECHNICAL TERMS

Central Business District	The major business district of a city.
Code Station	A location on a minor road at the point where it crosses the cordon line and at which no interviews were taken.
Cordon Line	A hypothetical line determined by the location of traffic interview stations and used to delimit the area under study.
Destination	The location of the objective of a trip.
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel.
External Local Trip	A trip having <u>either</u> origin or destination within the study area and which passes through only one interview station in the external cordon line enroute to its destination.
External Through Trip	A trip having <u>neither</u> origin nor destination within the study area but passes through it enroute to its destination.
Internal Trip	A trip having both origin and destination within the study area.
Interview Station	A location at which vehicle drivers are stopped and interviewed.
Origin	The location from which a driver started a trip.
Study Area	The area enclosed by a cordon line of interview stations and generally corresponding with corporation lines or urban area lines.
Traffic	The total number of vehicles passing a given point.



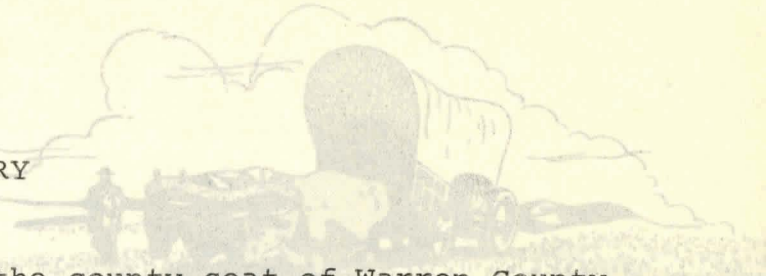
History

and

Development



Part One



HISTORY

Indianola was selected as the county seat of Warren County when the county was organized in 1849. It is said that surveyors of the town were discussing a suitable name for the town while eating lunch. One man had his food wrapped in a newspaper and as he and the others read the paper before discarding it they noticed an item from a now extinct Texas town called Indianola. The name pleased them and they selected it for the town.

This small south-central Iowa town has been the home of several men of national repute in the field of education. Some of them are: Avery Craven, Professor of American History at the University of Chicago; Hugh Jackson, Dean of the Graduate School of Business Administration at Stanford University; Sterling Leonard, Professor of English at the University of Wisconsin; and Cecil Briggs, Associate Professor of Architecture at Columbia University. Harriet Headerson, an opera singer, also lived in Indianola.

Simpson College, which is located here, was established in 1860 under the auspices of the Methodist Episcopal Church and was originally known as the Indianola Seminary. A four-year college, Simpson offers degrees in music, sciences and liberal arts.

Buxton Park, a gift to the town of the late William Buxton, enhances the peaceful campus atmosphere with its four acres of roses, trees, and shrubs.

Ahquabi State Park provides for the recreational needs of the area with a 125-acre artificial lake, and 435 acres of rough wooded area for camping, fishing, and hiking. Some of the stately white oaks that grow in the park are estimated to be four to five-hundred years old.

According the last official census, Indianola had a population of 7,062. It is located in an agricultural area twelve miles south of Des Moines. A network of paved and graveled roads serve the Indianola area. These include U.S. Highways 65 and 69 and Iowa Highway 92.

STUDY AREA POSITION IN THE MIDWEST

Table 1-1

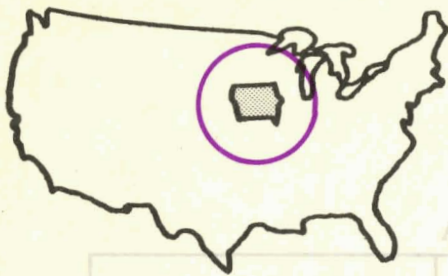
POPULATION OF INDIANOLA

Census Year	Indianola Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	3,261		
1910	3,283	.67	.67
1920	3,628	10.51	11.25
1930	3,488	- 3.86	6.96
1940	4,123	18.21	26.43
1950	5,145	24.79	57.77
1960	7,062	37.26	116.56

Table 1-2

POPULATION OF WARREN COUNTY

Census Year	Warren County Population	Percent Change 10 Year Period	Percent Change Since 1890
1890	18,269		
1900	20,376	11.53	11.53
1910	18,194	-10.71	- .41
1920	18,047	- .81	- 1.22
1930	17,700	- 1.92	- 3.11
1940	17,695	- .03	- 3.14
1950	17,758	.36	- 2.80
1960	20,829	17.29	14.01



STUDY AREA POSITION IN THE MIDWEST

POPULATION OF INDIANOLA

Year	Indianola Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	3,261	67	67
1910	3,283	10.51	11.25
1920	3,628	3.88	6.96
1930	3,488	18.21	26.43
1940	4,123	34.58	57.77
1950	5,145	37.26	116.56
1960	7,001		

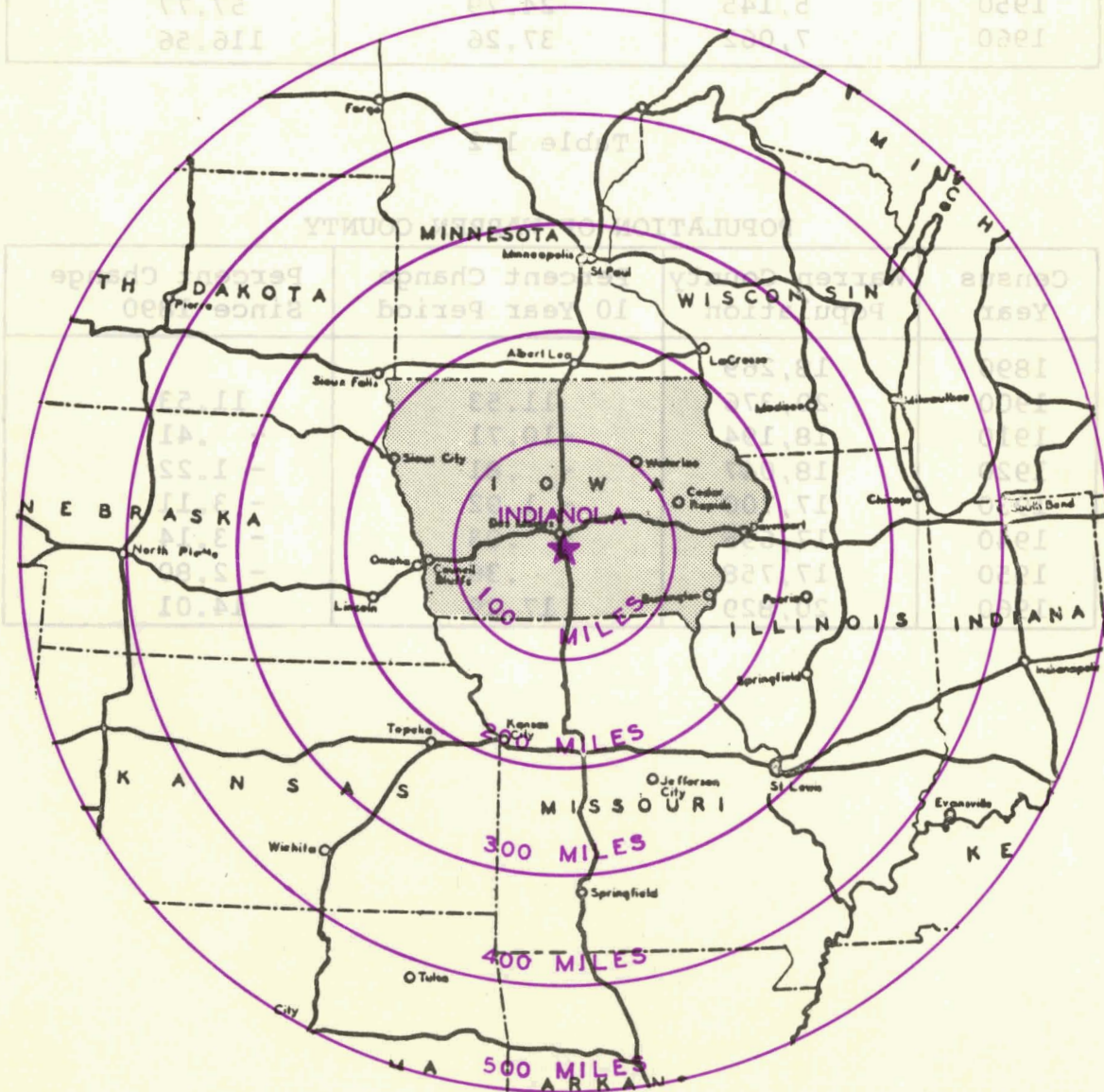


FIGURE I-1

STUDY AREA POSITION IN IOWA

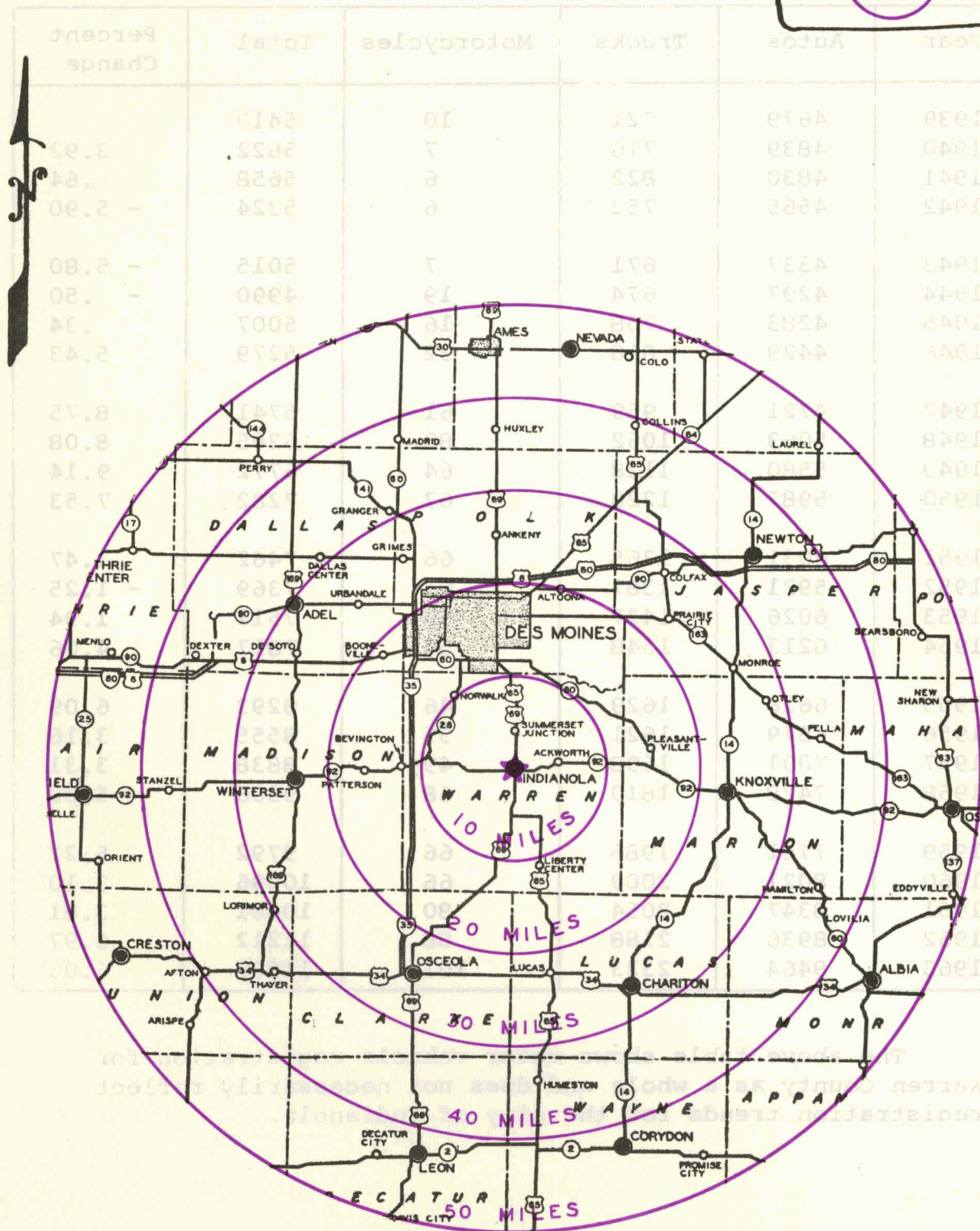
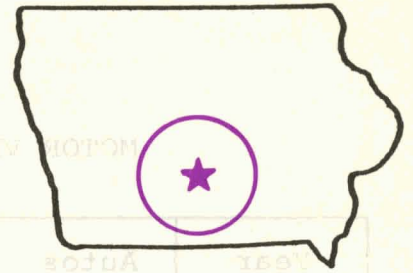


FIGURE 1-2

Table 1-3
MOTOR VEHICLE REGISTRATION IN WARREN COUNTY
FROM 1939 THROUGH 1963

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	4679	721	10	5410	
1940	4839	776	7	5622	3.92
1941	4830	822	6	5658	.64
1942	4565	753	6	5324	- 5.90
1943	4337	671	7	5015	- 5.80
1944	4297	674	19	4990	- .50
1945	4283	708	16	5007	.34
1946	4429	818	32	5279	5.43
1947	4721	959	61	5741	8.75
1948	5063	1062	80	6205	8.08
1949	5580	1128	64	6772	9.14
1950	5987	1228	67	7282	7.53
1951	6031	1365	66	7462	2.47
1952	5921	1387	61	7369	- 1.25
1953	6026	1427	59	7512	1.94
1954	6213	1548	56	7817	4.06
1955	6618	1629	46	8293	6.09
1956	6879	1621	55	8555	3.16
1957	7091	1698	49	8838	3.31
1958	7428	1810	68	9306	5.30
1959	7741	1985	66	9792	5.22
1960	8021	2009	66	10096	3.10
1961	8347	2054	80	10481	3.81
1962	8936	2188	88	11212	6.97
1963	9464	2323	101	11888	6.03

The above table shows motor vehicle registration for Warren County as a whole and does not necessarily reflect registration trends for the city of Indianola.

FIGURE 1-3
MOTOR VEHICLE REGISTRATION IN WARREN COUNTY
FROM 1939 THROUGH 1963

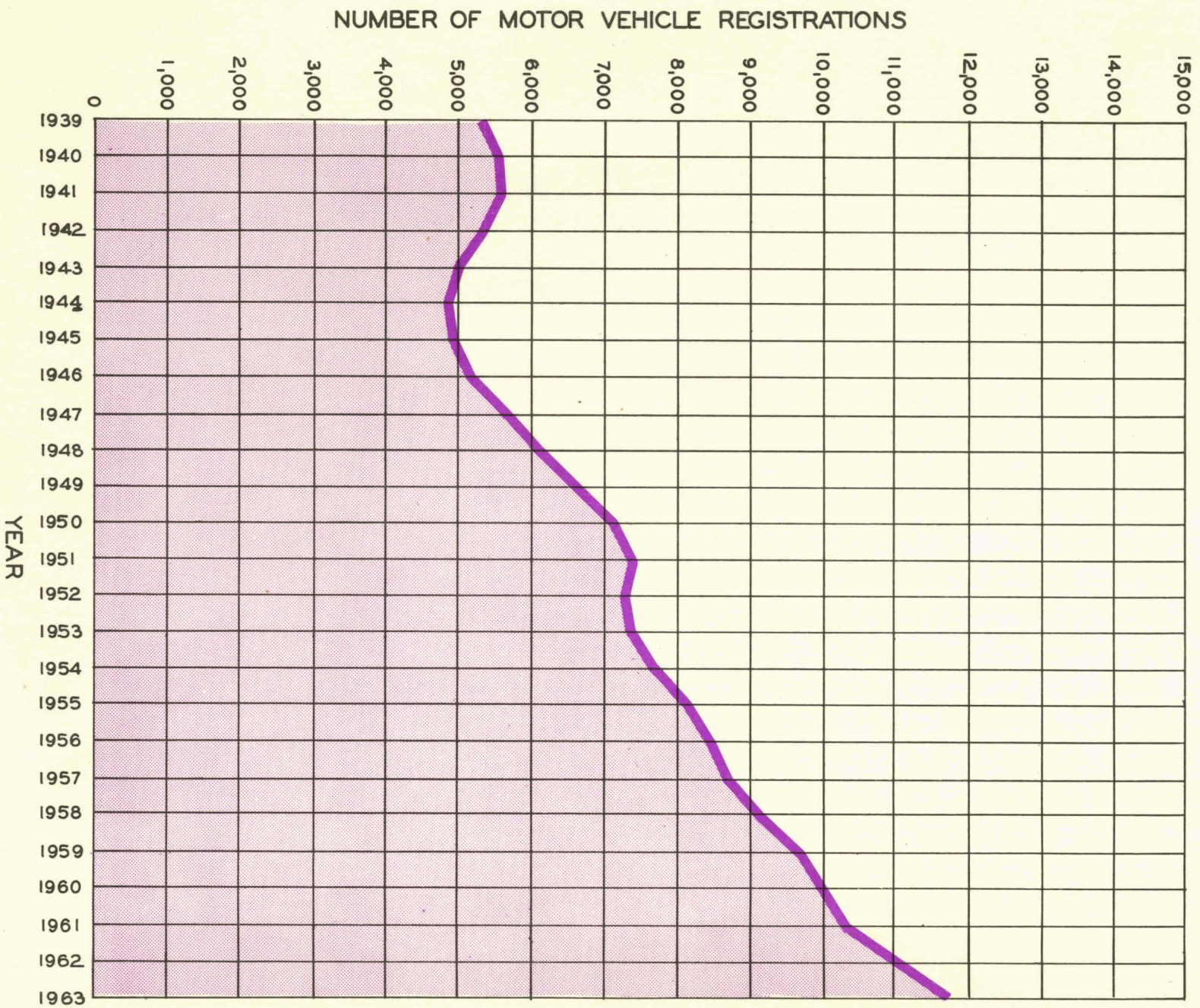
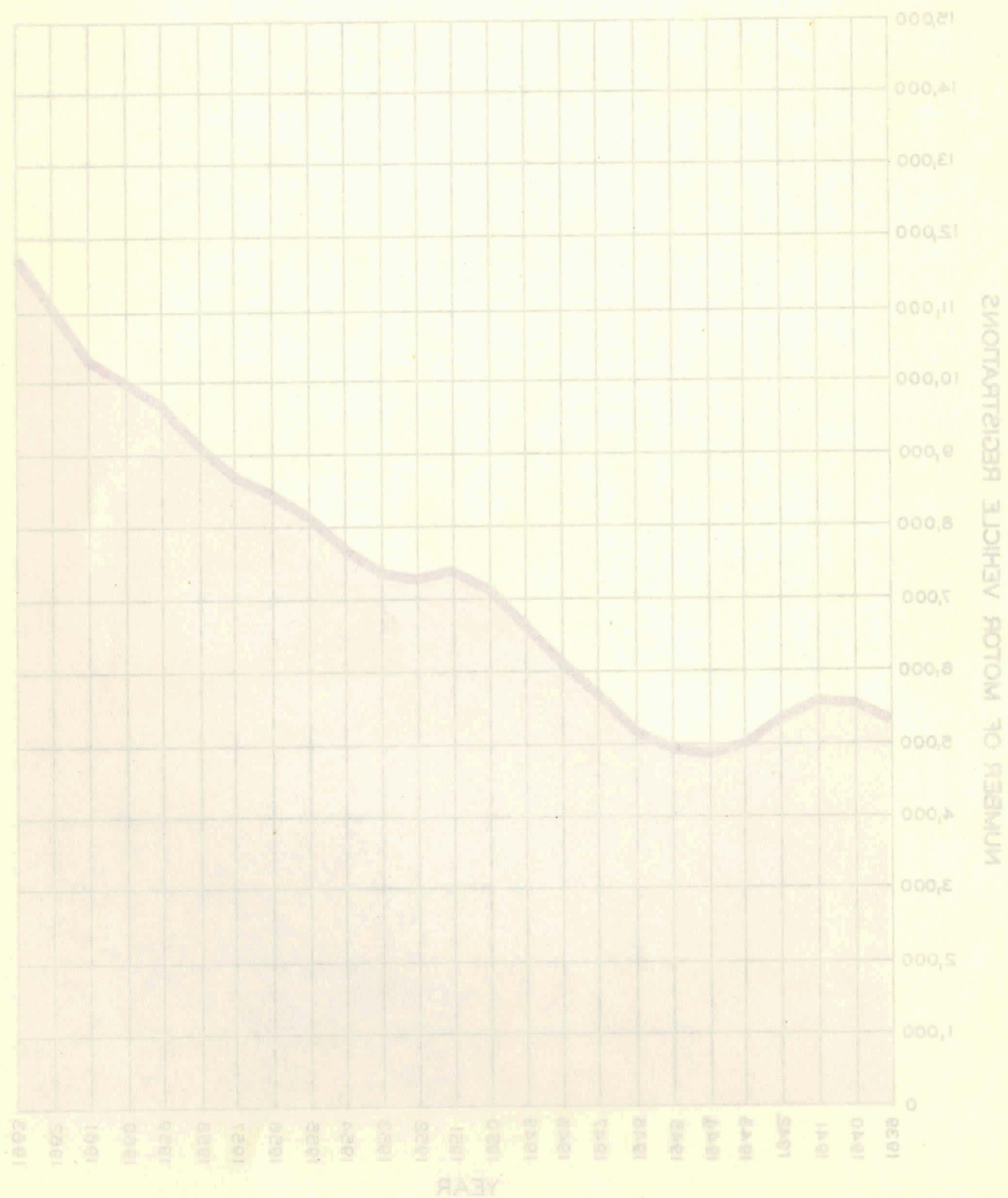
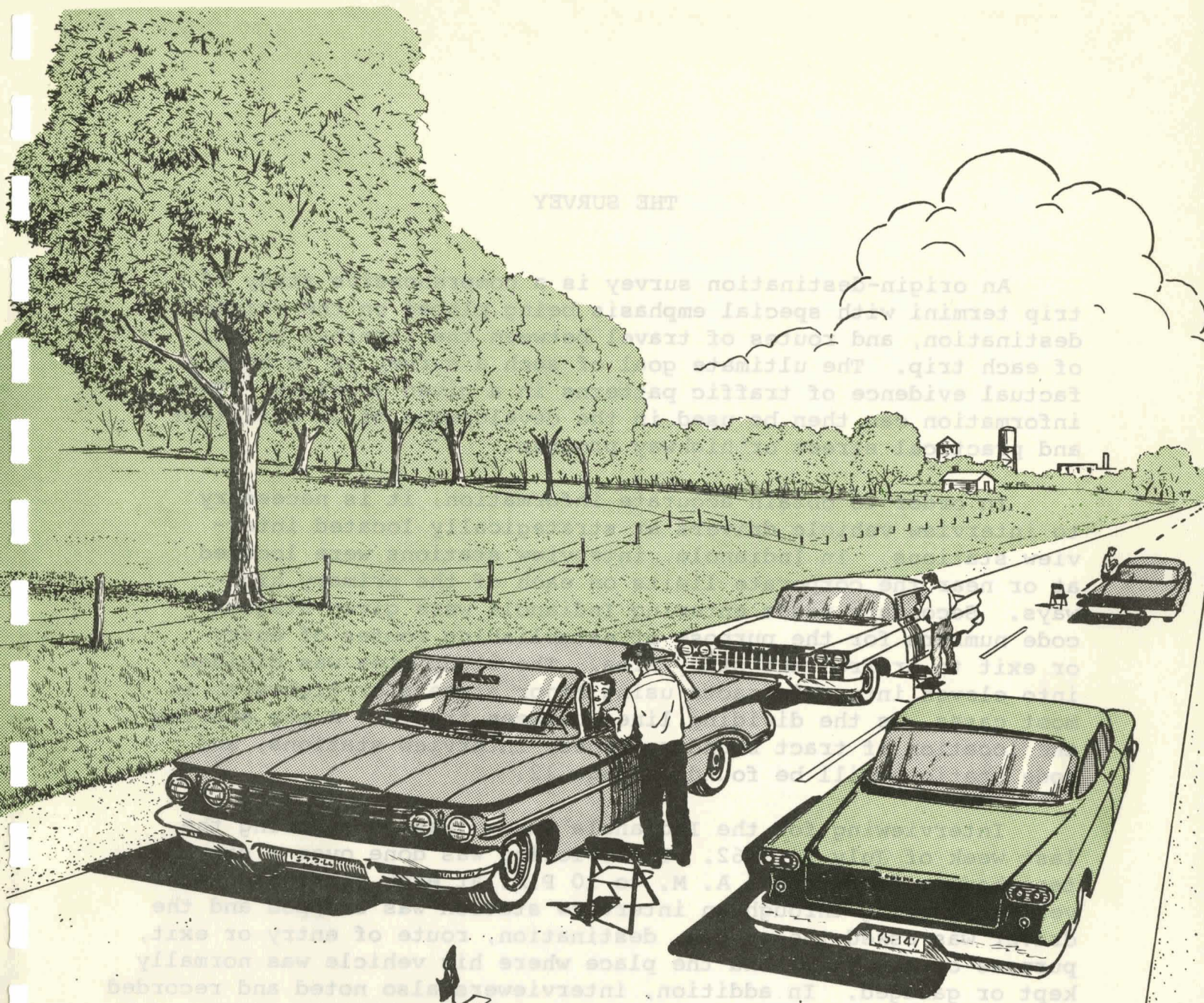


FIGURE 1-3
MOTOR VEHICLE REGISTRATION IN WARREN COUNTY
FROM 1939 THROUGH 1963





Survey

Procedure

THE SURVEY

An origin-destination survey is a comprehensive study of trip termini with special emphasis being placed on the origin, destination, and routes of travel between the terminal points of each trip. The ultimate goal of such a survey is to obtain factual evidence of traffic patterns in a given locality. This information can then be used in the development of an efficient and practical street or highway program.

In order to obtain accurate information, it is necessary to interview vehicle drivers at strategically located interview stations. In Indianola, interview stations were located at or near the corporate limits on each of the primary highways. Secondary roads entering Indianola were given station code numbers for the purpose of establishing routes of entry or exit to or from the study area. The study area was divided into eleven internal tracts using major streets or highways, in most cases, as the dividing lines between tracts. A map showing the location of tract boundary lines, interview stations, and code stations will be found on page 12.

Interviewing for the Indianola survey was done during the last week of July in 1962. Interviewing was done over a sixteen-hour period from 6 A. M. to 10 P.M. at each station. Each vehicle passing through an interview station was stopped and the driver was asked the origin, destination, route of entry or exit, purpose of his trip, and the place where his vehicle was normally kept or garaged. In addition, interviewers also noted and recorded the type of vehicle, number of occupants, direction of travel, and the state or Iowa county in which the vehicle was registered.

Mechanical traffic recorders were placed at the location of each interview station and were operated continuously for a period of five weekdays, including the day on which the interviewing was done. Manual vehicle classification counts were also taken at a later date and together with the data provided by the mechanical recorders were used to expand the interview data to twenty-four hour, average July weekday traffic for 1962.

At the conclusion of the field work, the data pertaining to

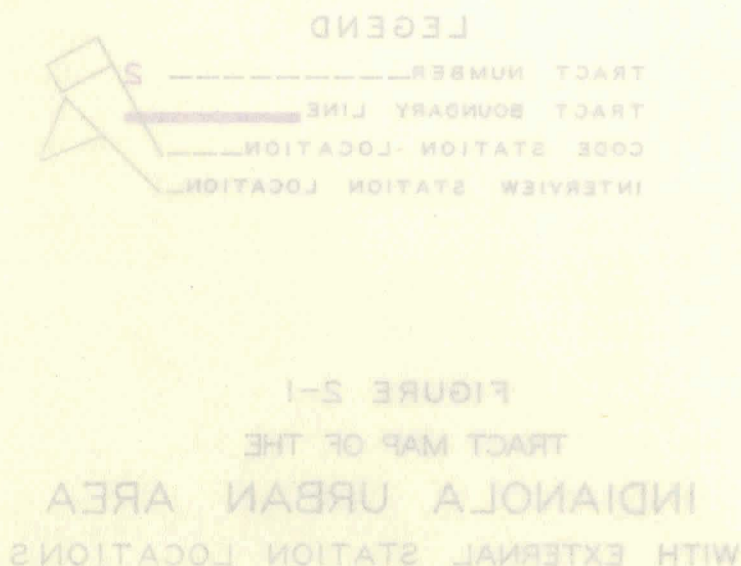
each trip was converted into code and punched on tabulating cards. These cards were then sorted and tabulated by machine according to tract of origin or destination and the station or stations through which each trip passed.

In an external survey of this type, all trips are placed in two main categories which are composed of "external local trips" and "external through trips."

External local trips have only one terminal (which may be either origin or destination) within the study area and therefore pass through only one interview station while enroute to their destination.

Trips which have neither origin nor destination within the study area but must pass through it enroute to another destination are classified as external through trips. Trips in this category must pass through at least two interview stations while enroute to their destination.

Traffic flow charts indicating trip termini by tract of origin or destination are included in this report along with a series of desire line charts showing desired routes of travel in straight lines between interview stations and internal tracts.



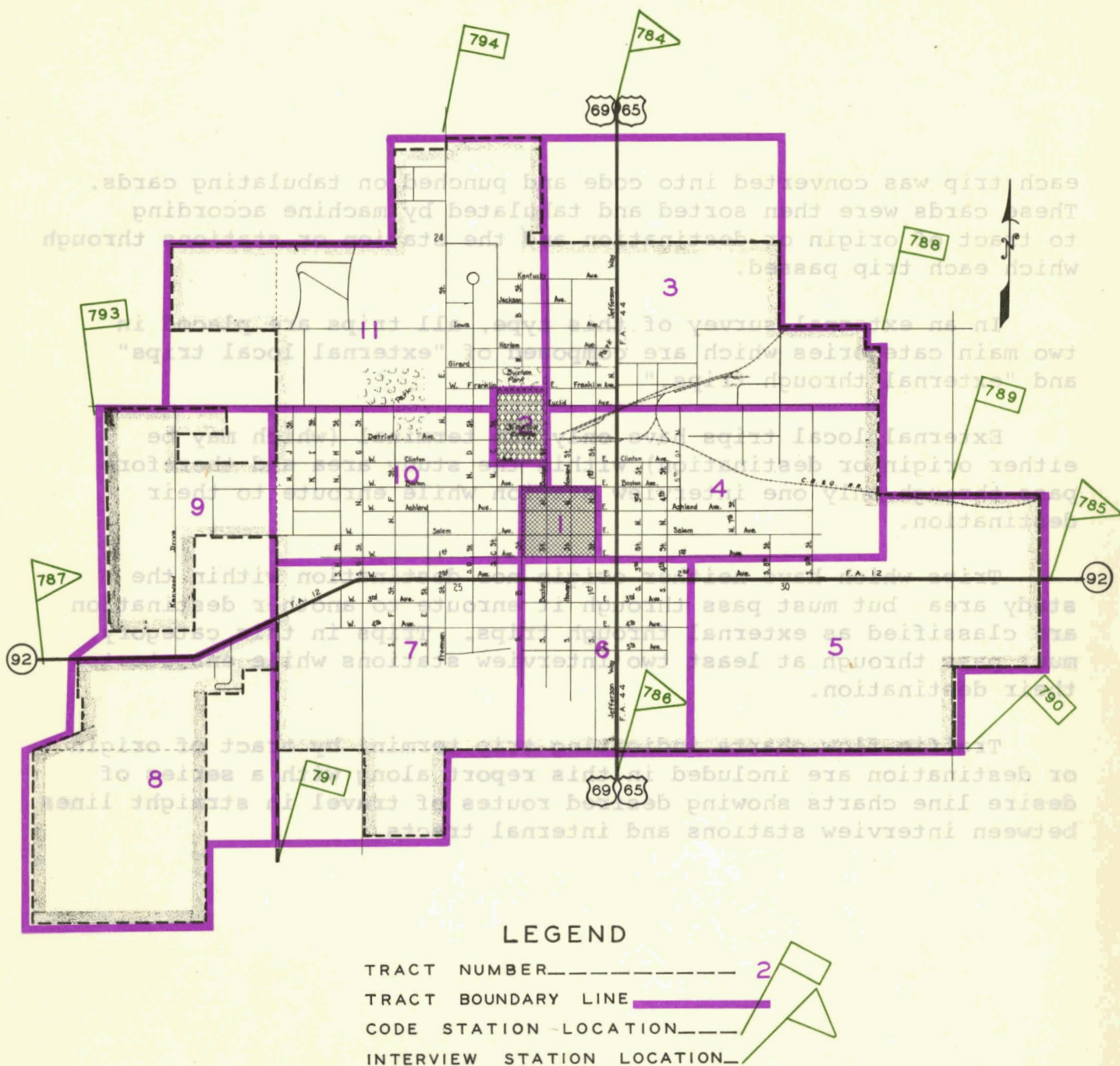


FIGURE 2-1
TRACT MAP OF THE
INDIANOLA URBAN AREA
WITH EXTERNAL STATION LOCATIONS

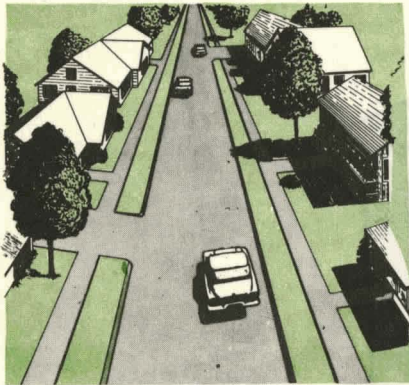


Summary



FIGURE 3-1 DISTRIBUTION OF TRIPS

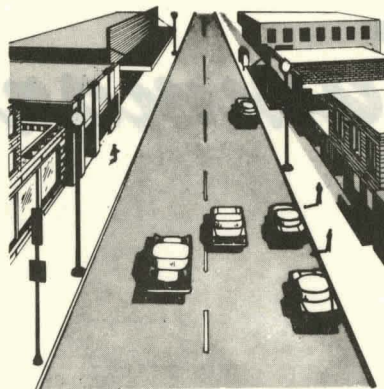
INTERNAL TRACTS



THROUGH TRIPS



CENTRAL BUSINESS
DISTRICT



5018

3427

1462

9907

EXTERNAL

per day passed through the external cordon line of interview stations surrounding the study area during the survey period in July of 1962.	1,462 trips or 14.76 percent of the total number of trips were between external areas and the central business district.	5,018 trips or 50.65 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.
--	--	--

5,018 trips or 50.65 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.

3,427 trips or 34.59 percent of the total number of trips were through trips which passed through Indianapolis enroute to another destination.

total number of trips were through trips which passed through Indianola enroute to another destination.

Table 3-1

VEHICLE TYPE SUMMARY

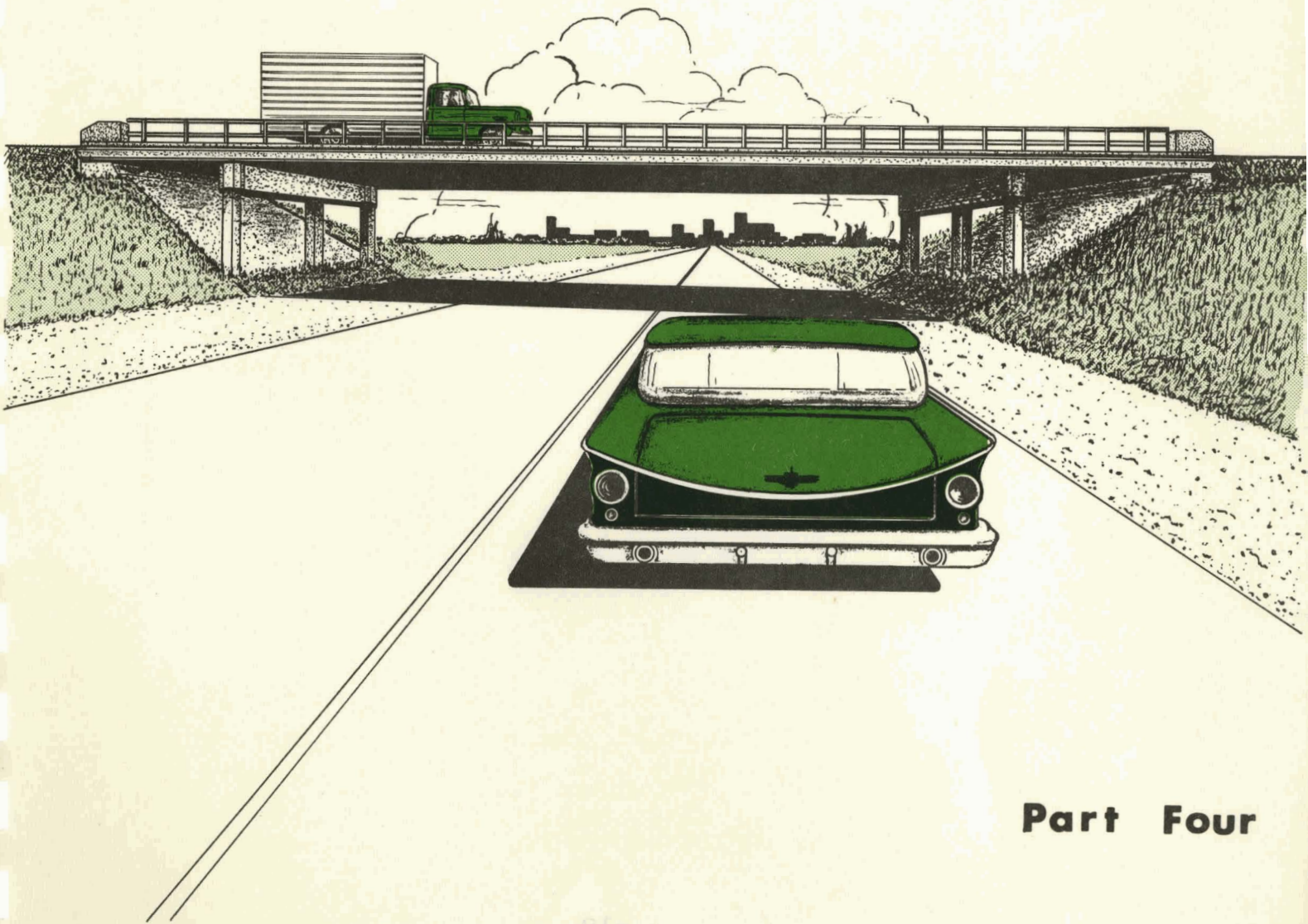
Average July Weekday Traffic 1962

External Station Location	Passenger Cars and Pickups	Single Unit Trucks	Truck Combinations	Total	No. of Interviews	Percent Interviewed
U.S. 65 and 69 N.	5328	348	155	5831	5089	87.27
Iowa 92 E.	1708	95	109	1912	1784	93.31
U.S. 65 and 69 S.	3064	242	126	3432	3021	88.02
Iowa 92 W.	1854	179	122	2155	2180	101.16*
Total	11954	864	512	13330	12074	90.58

* Higher than average traffic volumes were encountered during the interview period.

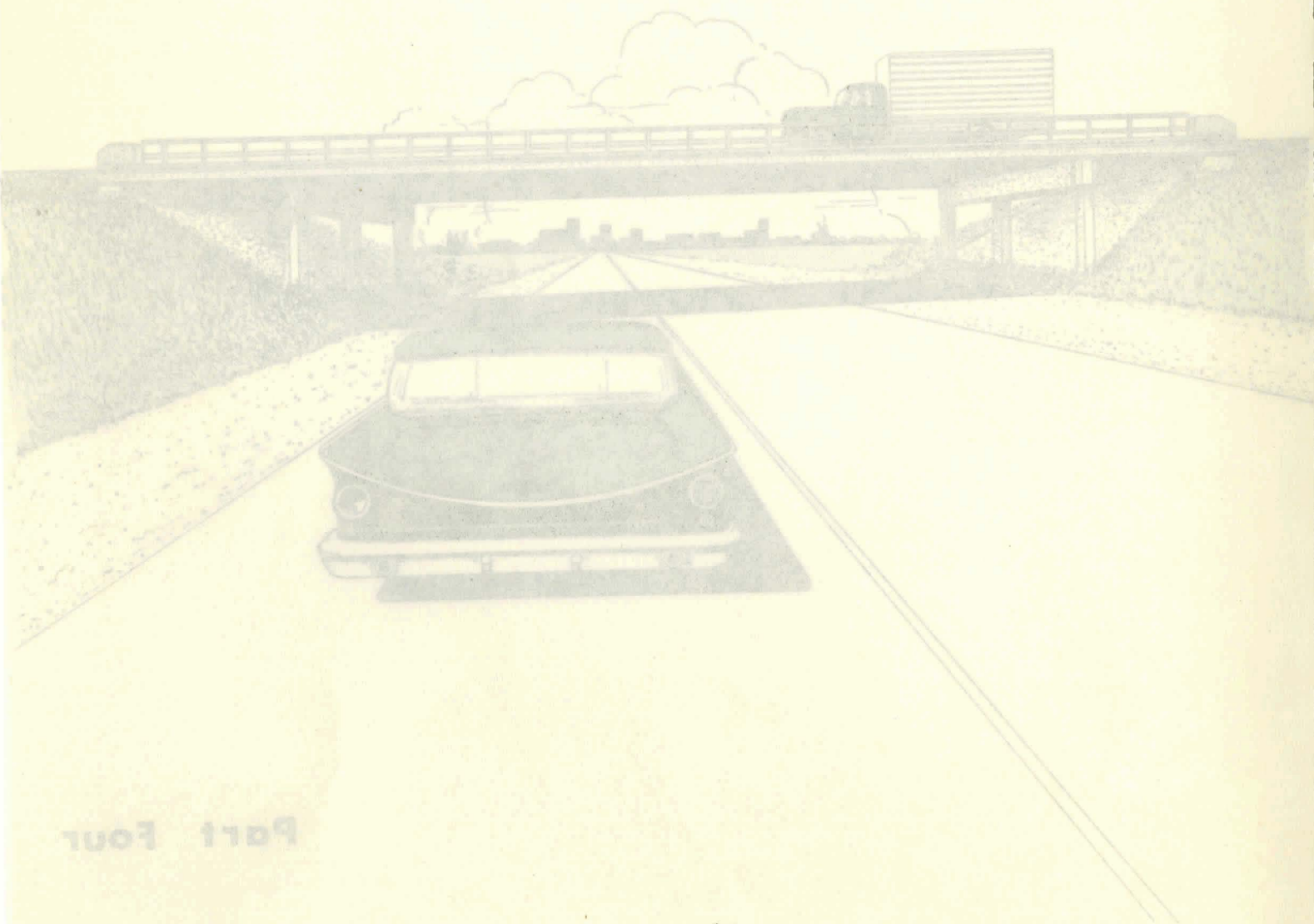
The above table shows the total traffic passing through interview stations located on major traffic arteries leading to Indianola. All totals include duplicate through trips.

Traffic Movements



Part Four

Movements Traffic



Part Four

Table 4-1
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 784, U.S. 65 and 69 NORTH
TRAFFIC FLOW CHARTS

The following traffic flow charts illustrate the internal dispersion of trips between points of origin and/or destination through the stations indicated. These charts are not intended to show exact routes, but rather to show trip volume by tract of origin or destination and the number of trips passing through each external interview station. Trip origins and destinations are not differentiated and the tract or station totals shown may be considered as either origin or destination.

The adjoining table of statistics across from Figures 4-1 through 4-4 shows the number of trips to or from each external interview station and tracts within the study area along with the percent of the total number of trips to each area.

<u>External Local Trips</u>					
Tract	Trips	Percent	Tract	Trips	Percent
1	248	9.40	7	258	4.43
2	161	5.76	8	74	1.27
3	373	6.40	9	24	.41
4	682	11.70	10	454	7.79
5	79	1.35	11	306	5.24
6	338	5.80	Total	3297	56.54

<u>External Through Trips</u>					
Station	Trips	Percent	Station	Trips	Percent
784	-	-	789	-	-
785	252	4.33	790	-	-
786	2132	36.56	791	-	-
787	150	2.57	792	-	-
788	-	-	793	-	-
			Total	2634	43.46

Table 4-1
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 784, U.S. 65 and 69 NORTH

	Trips	Percent
Trips with internal origin or destination	3279	56.54
Trips with external origin and destination	2534	43.46
Grand total of all trips through Station 784	5831	100.00
Trips with origin or destination in C.B.D.	548	9.40
Number of interviews (16 hours)	5089	87.27
Percent of total traffic through all interview stations		43.74

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	548	9.40	7	258	4.42
2	161	2.76	8	74	1.27
3	373	6.40	9	24	.41
4	682	11.70	10	454	7.79
5	79	1.35	11	306	5.24
6	338	5.80			
			Total	3297	56.54

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
784	-	-	789	-	-
785	252	4.33	790	-	-
786	2132	36.56	791	-	-
787	150	2.57	793	-	-
788	-	-	794	-	-
			Total	2534	43.46

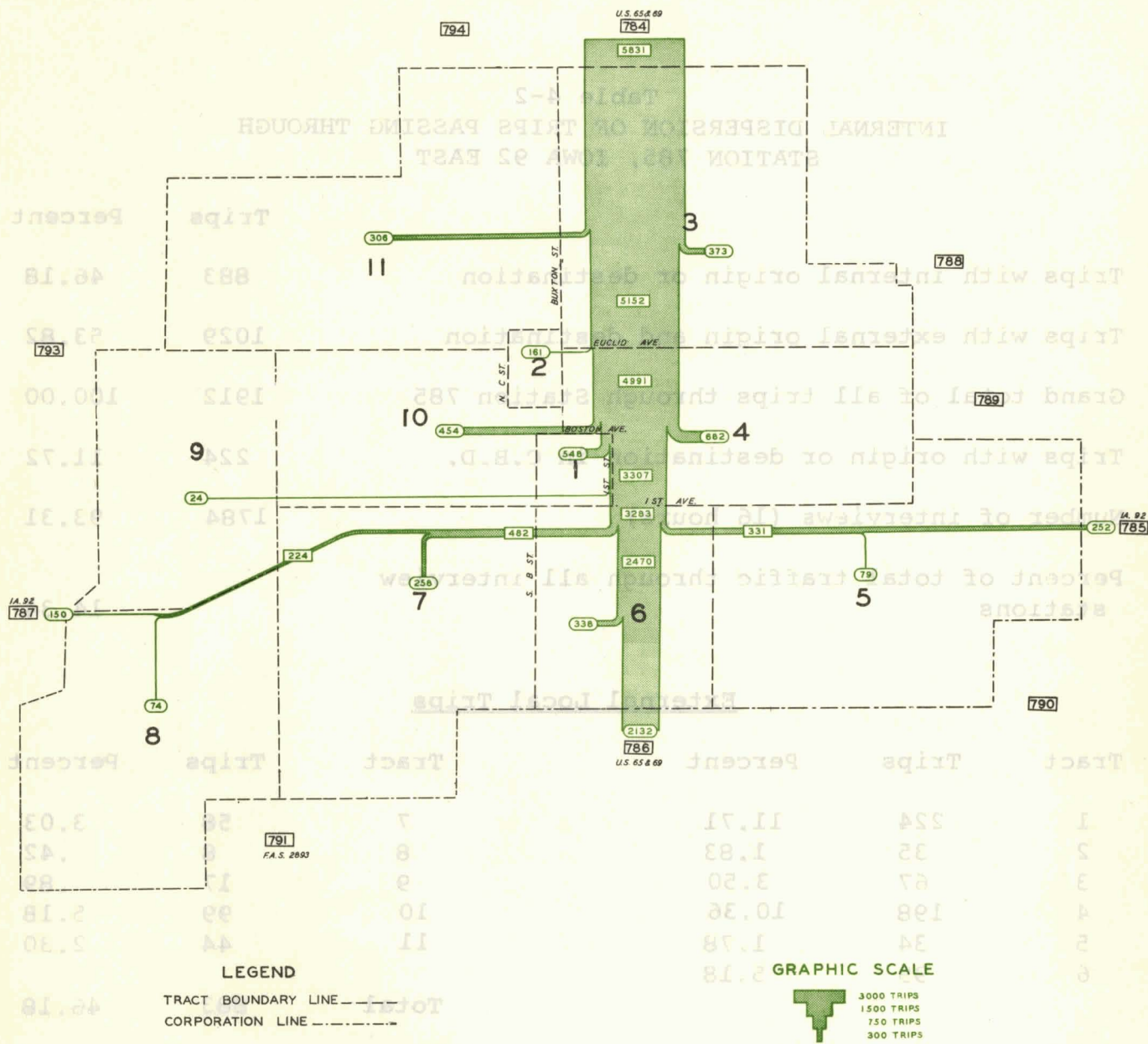


FIGURE 4-1
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 784, U.S. 65 & 69 NORTH
OF THE
INDIANOLA URBAN AREA

Table 4-2
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 785, IOWA 92 EAST

	Trips	Percent
Trips with internal origin or destination	883	46.18
Trips with external origin and destination	1029	53.82
Grand total of all trips through Station 785	1912	100.00
Trips with origin or destination in C.B.D.	224	11.72
Number of interviews (16 hours)	1784	93.31
Percent of total traffic through all interview stations		14.34

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	224	11.71	7	58	3.03
2	35	1.83	8	8	.42
3	67	3.50	9	17	.89
4	198	10.36	10	99	5.18
5	34	1.78	11	44	2.30
6	99	5.18			
			Total	883	46.18

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
784	252	13.18	789	-	-
785	-	-	790	-	-
786	73	3.82	791	-	-
787	703	36.77	793	1	.05
788	-	-	794	-	-
			Total	1029	53.82

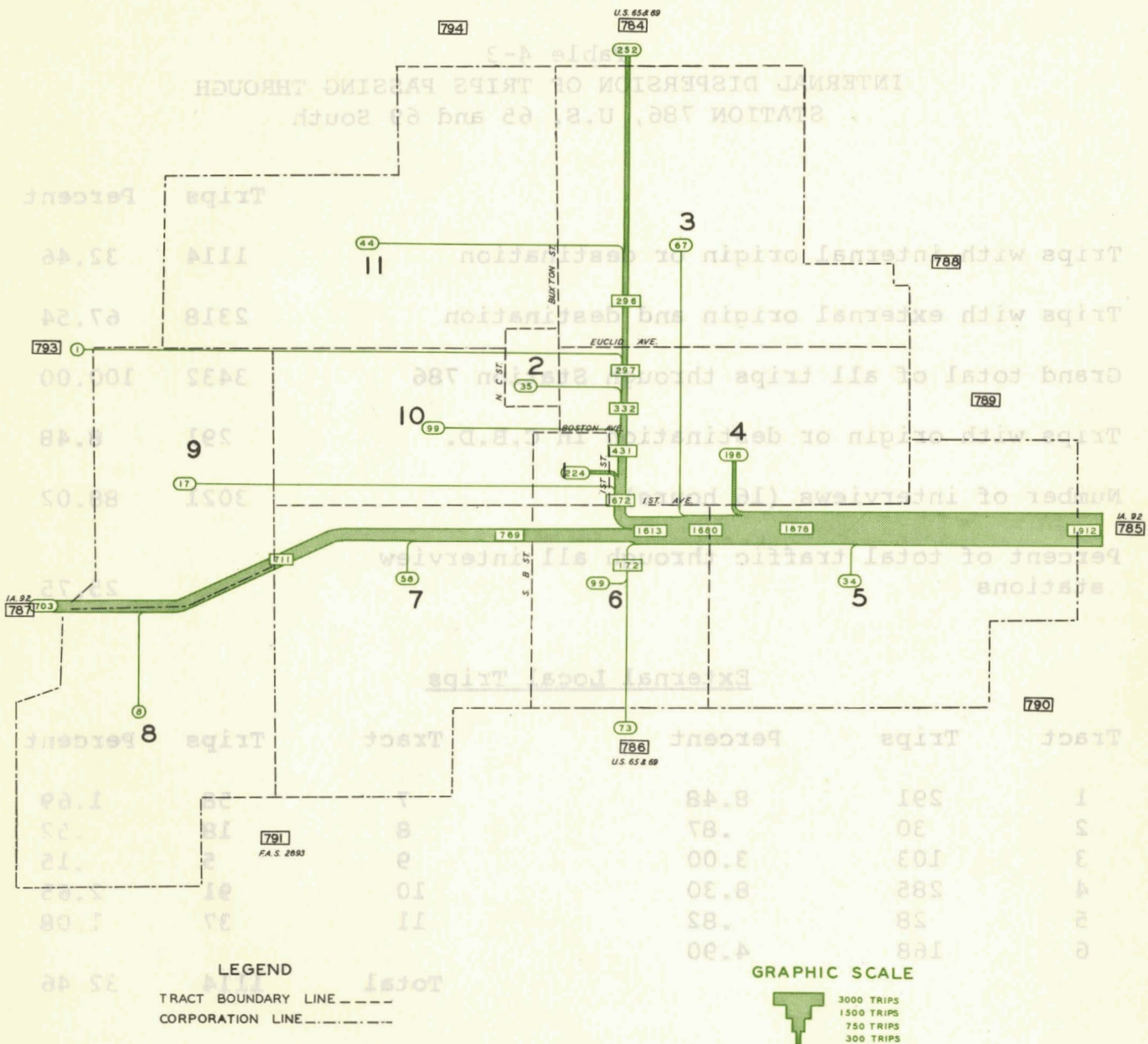


FIGURE 4-2
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 785, IOWA 92 EAST
OF THE
INDIANOLA URBAN AREA

Table 4-3
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 786, U.S. 65 and 69 South

	Trips	Percent
Trips with internal origin or destination	1114	32.46
Trips with external origin and destination	2318	67.54
Grand total of all trips through Station 786	3432	100.00
Trips with origin or destination in C.B.D.	291	8.48
Number of interviews (16 hours)	3021	88.02
Percent of total traffic through all interview stations		25.75

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	291	8.48	7	58	1.69
2	30	.87	8	18	.52
3	103	3.00	9	5	.15
4	285	8.30	10	91	2.65
5	28	.82	11	37	1.08
6	168	4.90			
			Total	1114	32.46

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
784	2132	62.12	789	-	-
785	73	2.13	790	-	-
786	-	-	791	-	-
787	113	3.29	793	-	-
788	-	-	794	-	-
			Total	2318	67.54

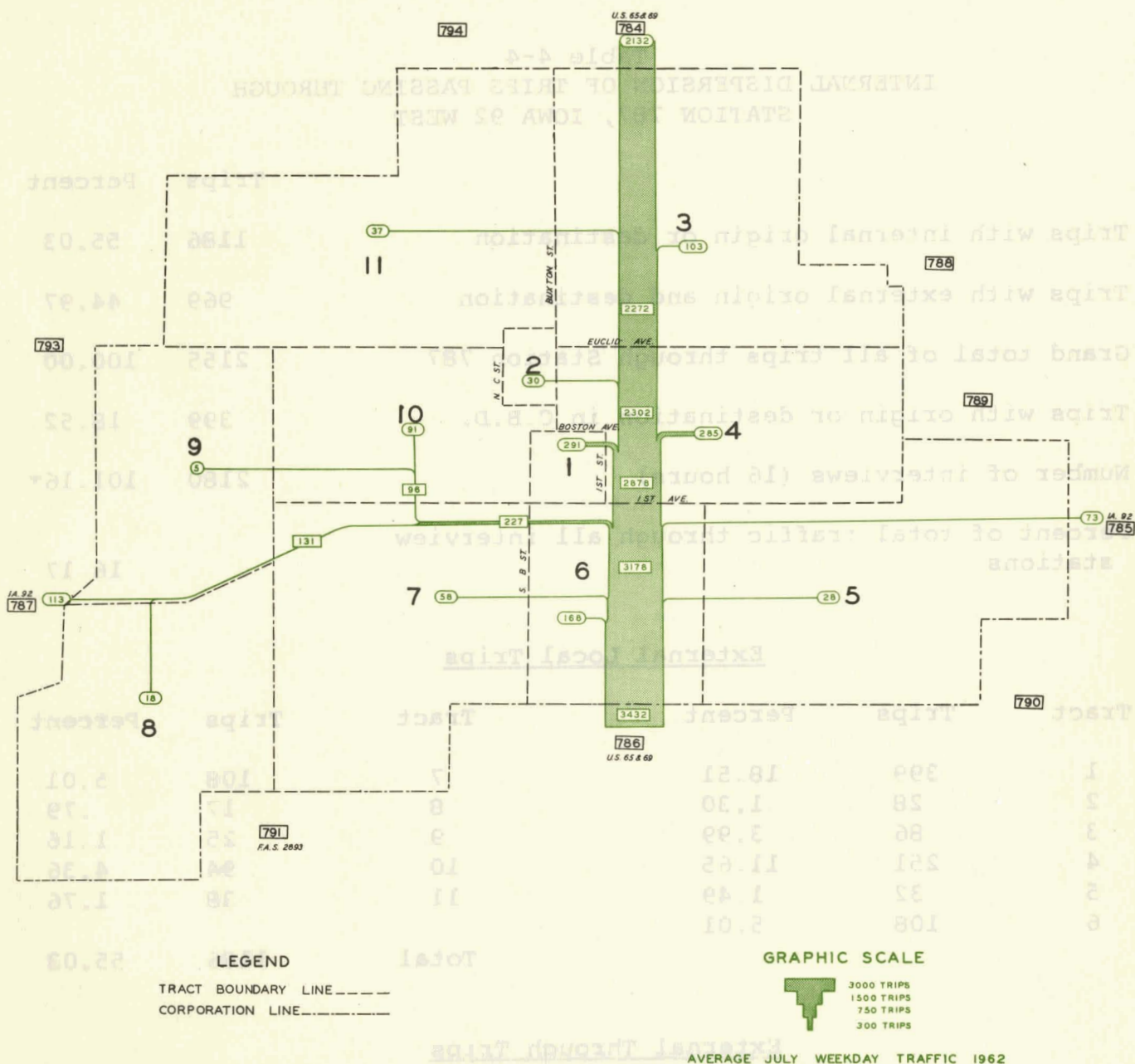


FIGURE 4-3
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 786, U.S. 65 & 69 SOUTH
OF THE
INDIANOLA URBAN AREA

Table 4-4
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 787, IOWA 92 WEST

	Trips	Percent
Trips with internal origin or destination	1186	55.03
Trips with external origin and destination	969	44.97
Grand total of all trips through Station 787	2155	100.00
Trips with origin or destination in C.B.D.	399	18.52
Number of interviews (16 hours)	2180	101.16*
Percent of total traffic through all interview stations		16.17

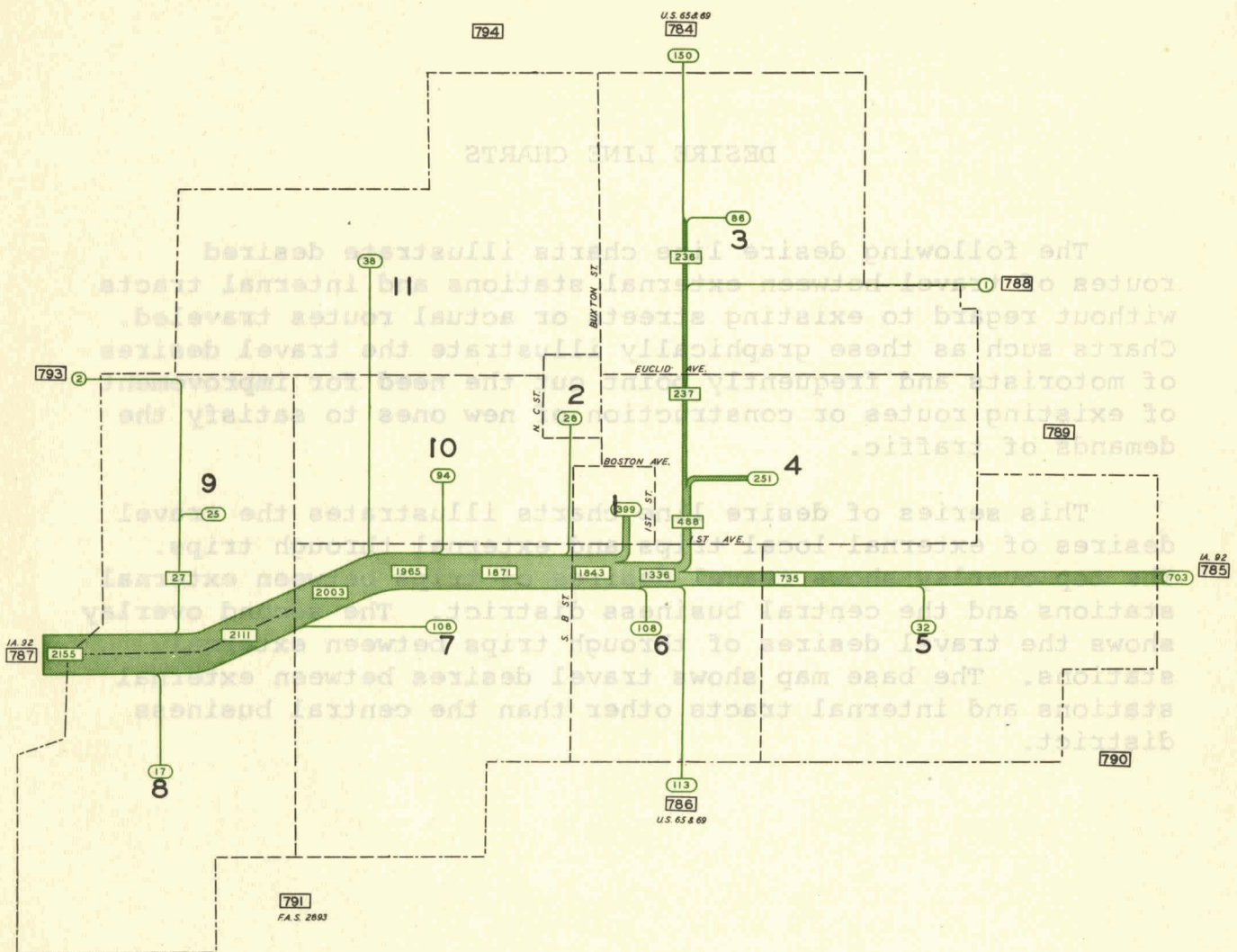
External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	399	18.51	7	108	5.01
2	28	1.30	8	17	.79
3	86	3.99	9	25	1.16
4	251	11.65	10	94	4.36
5	32	1.49	11	38	1.76
6	108	5.01			
			Total	1186	55.03

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
784	150	6.96	789	-	-
785	703	32.63	790	-	-
786	113	5.24	791	-	-
787	-	-	793	2	.09
788	1	.05	794	-	-
			Total	969	44.97

*Higher than average traffic volumes were encountered during the interview period.



LEGEND

TRACT BOUNDARY LINE———
CORPORATION LINE-----

GRAPHIC SCALE



AVERAGE JULY WEEKDAY TRAFFIC 1962

FIGURE 4-4
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 787, IOWA 92 WEST
OF THE
INDIANOLA URBAN AREA

DESIRE LINE CHARTS

The following desire line charts illustrate desired routes of travel between external stations and internal tracts without regard to existing streets or actual routes traveled. Charts such as these graphically illustrate the travel desires of motorists and frequently point out the need for improvement of existing routes or construction of new ones to satisfy the demands of traffic.

This series of desire line charts illustrates the travel desires of external local trips and external through trips. The top overlay shows travel desires of trips between external stations and the central business district. The second overlay shows the travel desires of through trips between external stations. The base map shows travel desires between external stations and internal tracts other than the central business district.

GRAPHIC SCALE



AVERAGE JULY WEEKEND TRAFFIC 1965

LEGEND

TRACT BOUNDARY LINE
CORPORATION LINE

INDIANOLA URBAN AREA
OF THE
STATION 787 IOWA 92 WEST
PASSING THROUGH
INTERNAL DISPERSION OF TRIPS
FIGURE 4-4

EXTERNAL TRIP TERMINI

Table 4-5 on the adjoining page shows a tabulation of the number and percent of those trips which had termini in municipalities in Warren County, rural areas within the county, other counties in Iowa, and other states.

The following traffic flow charts illustrate the external termini of all trips which passed through interview stations in Indianola during the 1962 origin-destination survey.

Figure 4-8 shows the external termini of all trips which originated or terminated beyond Warren County. Those trips having terminal points in other states are shown as entering or leaving Iowa on routes which are most direct to the study area. All routes shown are approximate rather than exact and should be interpreted as such.

Figure 4-9 is a continuation of Figure 4-8 and shows the external termini of those trips which originated or terminated in Warren County beyond the corporate limits of Indianola.

Table 4-5
SUMMARY OF EXTERNAL TRIP TERMINI

Average July Weekday Traffic 1962

Origin or Destination	U.S. 65 and 69 North		Iowa 92 East		U.S. 65 and 69 South		Iowa 92 West	
	Station 784		Station 785		Station 786		Station 787	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Ackworth			178	9.31				
Beech			31	1.62				
Carlisle	168	2.88	5	.26				
Churchville							1	.05
Cumming							23	1.07
Hartford	5	.08	19	.99				
Lacona			4	.21	199	5.80		
Lake Ahquabi					342	9.96	11	.51
Liberty Center					148	4.31		
Martensdale							235	10.90
Milo			63	3.30	353	10.29		
New Virginia					114	3.32	39	1.81
Norwalk	15	.26					67	3.11
Prole							7	.32
Saint Marys							67	3.11
Sandyville			110	5.75				
Spring Hill							46	2.13
Wick							6	.28
Town Total	188	3.22	410	21.44	1156	33.68	502	23.29
Rural Total	727	12.47	419	21.91	630	18.36	623	28.91
Other Counties	4705	80.69	676	35.36	1072	31.24	544	25.25
Out-of-State	211	3.62	40	2.12	574	16.72	486	22.55
Grand Total	5831	100.00	1912	100.00	3432	100.00	2155	100.00

FIGURE 4-8
EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
IN INDIANOLA TO OR FROM AREAS
BEYOND WARREN COUNTY

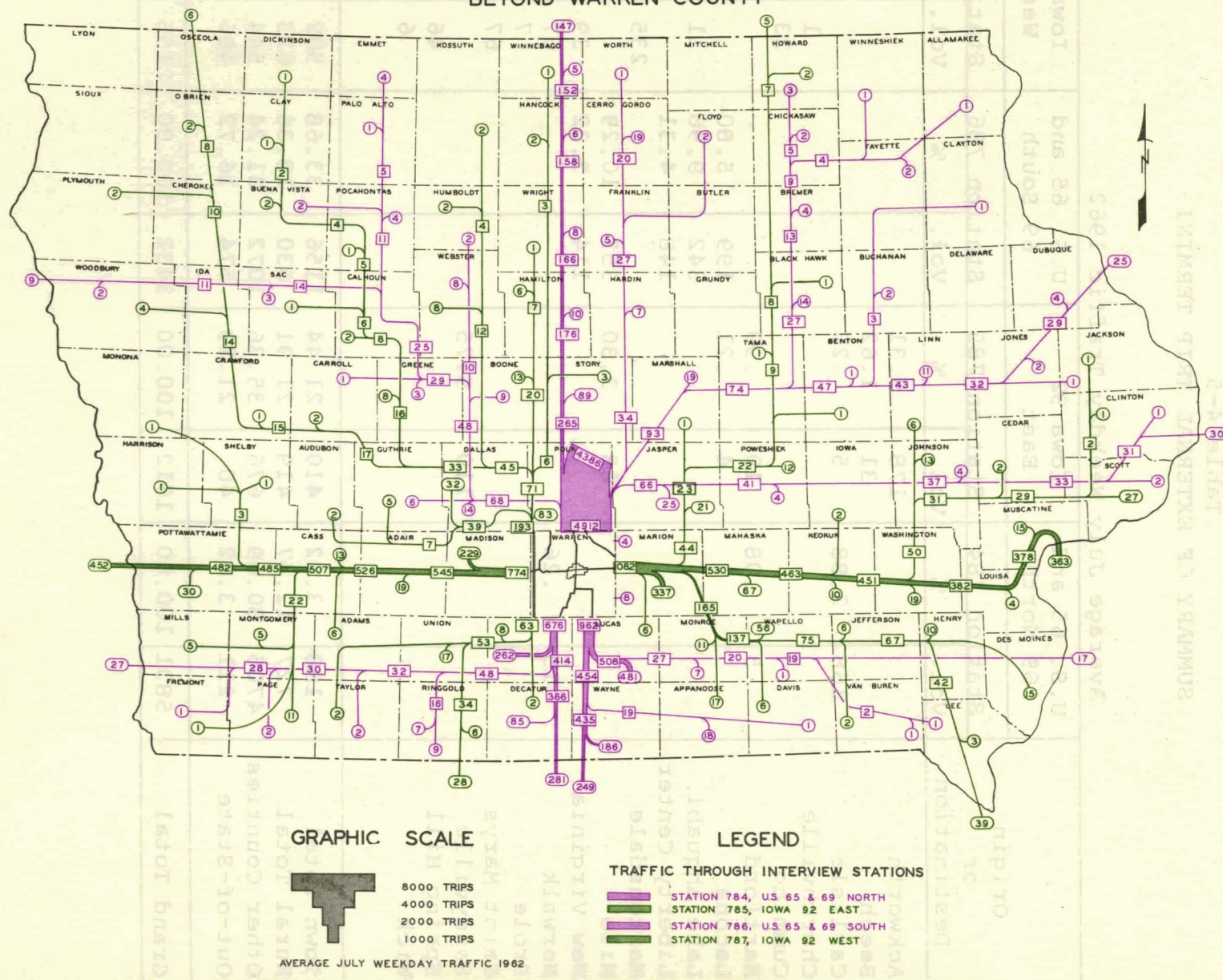
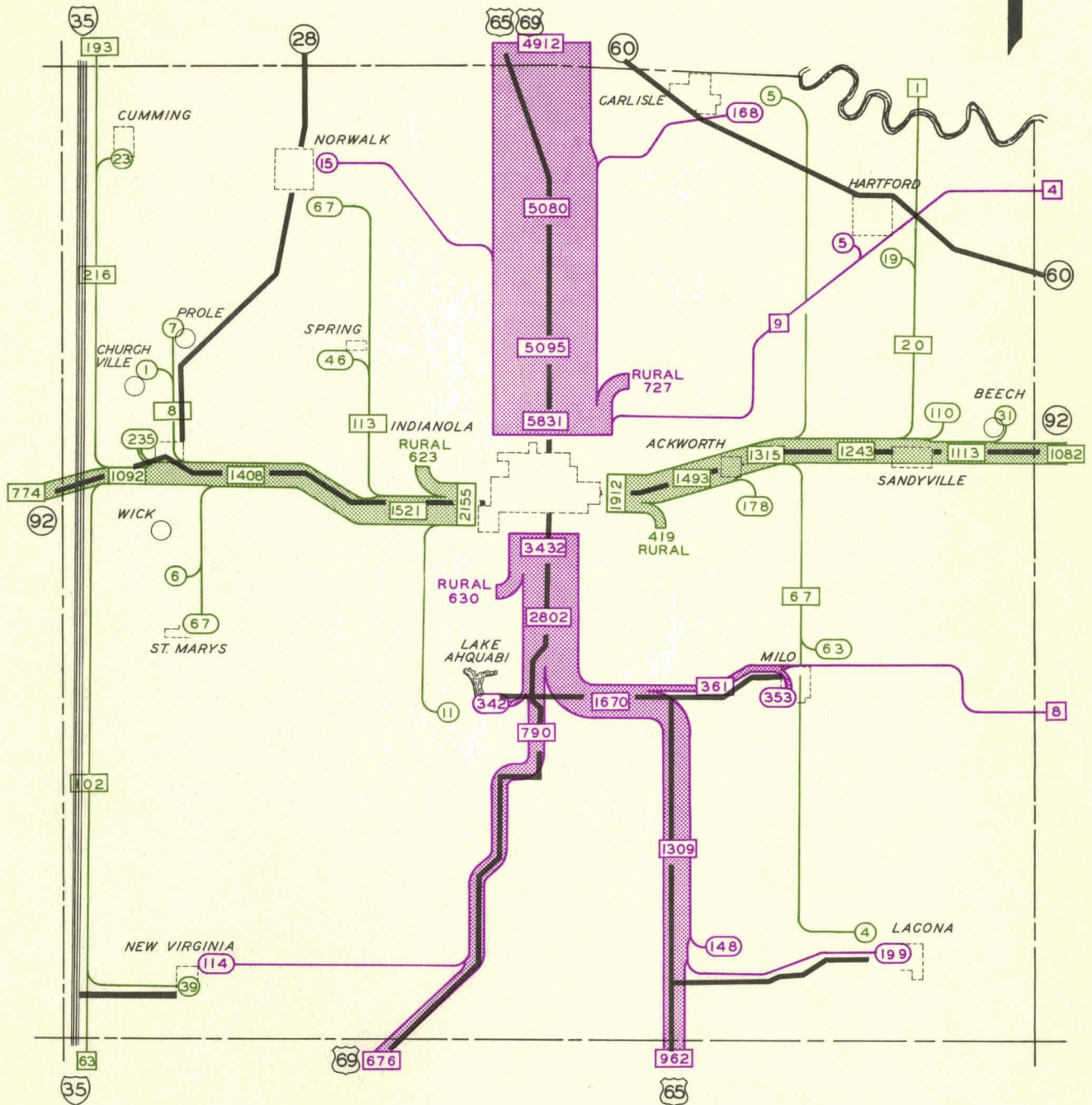
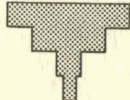


FIGURE 4-9
EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
IN INDIANOLA
TO OR FROM AREAS WITHIN WARREN COUNTY



GRAPHIC SCALE



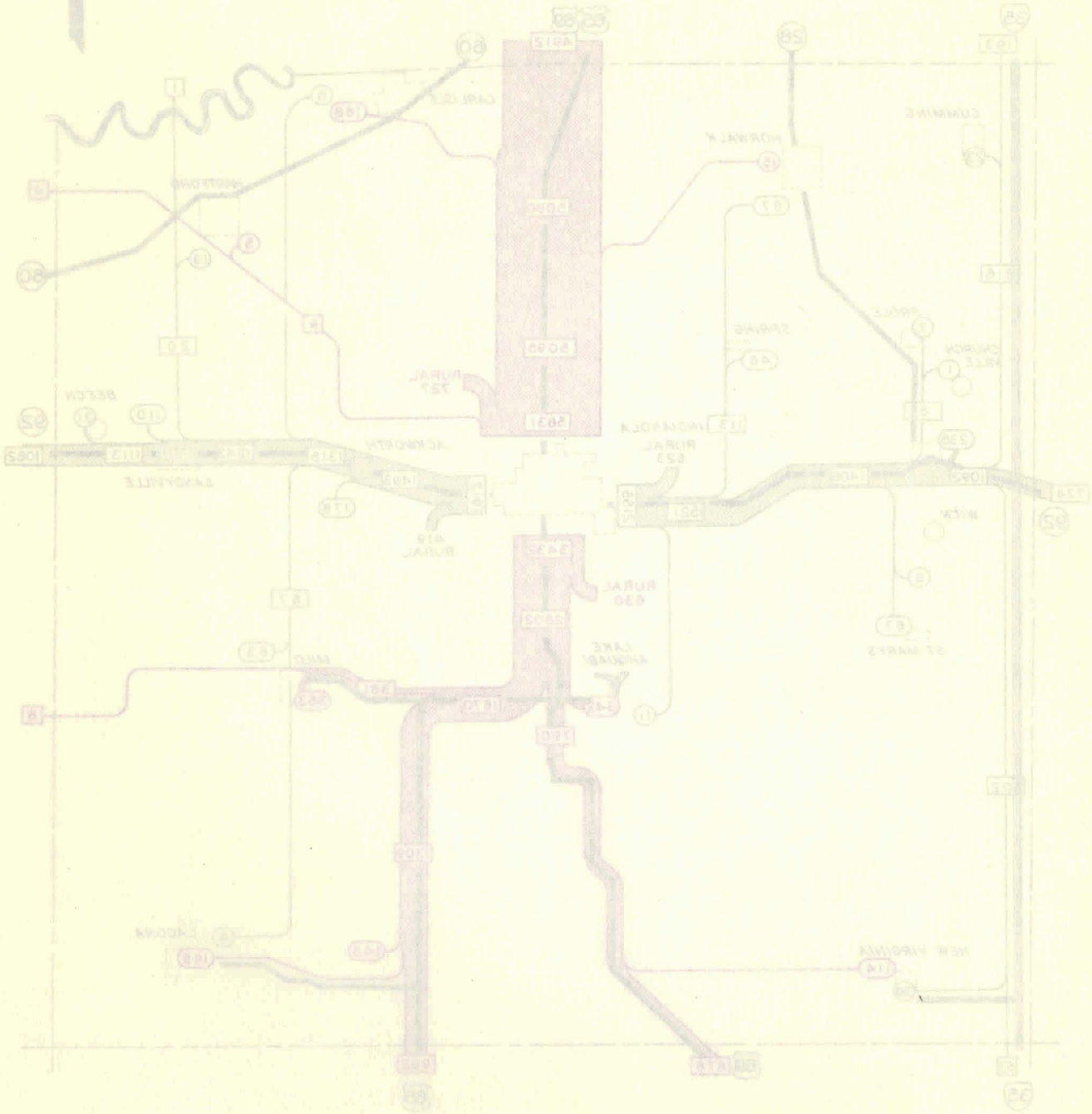
5000 TRIPS
3000 TRIPS
1000 TRIPS
500 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC 1962

LEGEND

- STATION 784, U.S. 69 & 65 NORTH
- STATION 785, IOWA 92 EAST
- STATION 786, U.S. 69 & 65 SOUTH
- STATION 787, IOWA 92 WEST

FIGURE 4-9
EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
IN INDIANOLA
TO OR FROM AREAS WITHIN WARREN COUNTY

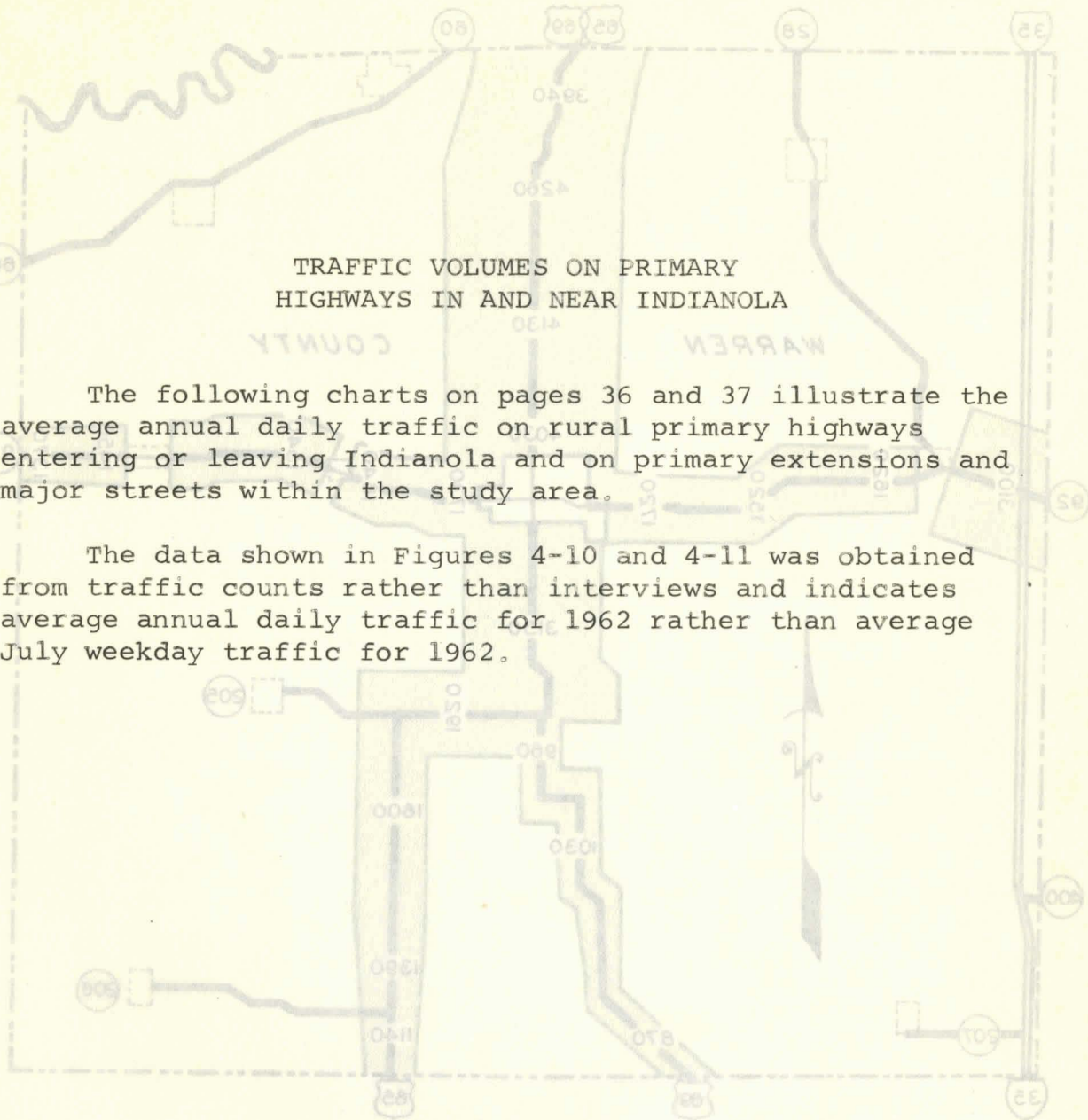


AVERAGE JULY WEEKDAY TRAFFIC 1982

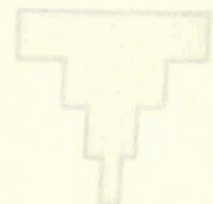
TRAFFIC VOLUMES ON PRIMARY HIGHWAYS IN AND NEAR INDIANOLA

The following charts on pages 36 and 37 illustrate the average annual daily traffic on rural primary highways entering or leaving Indianola and on primary extensions and major streets within the study area.

The data shown in Figures 4-10 and 4-11 was obtained from traffic counts rather than interviews and indicates average annual daily traffic for 1962 rather than average July weekday traffic for 1962.

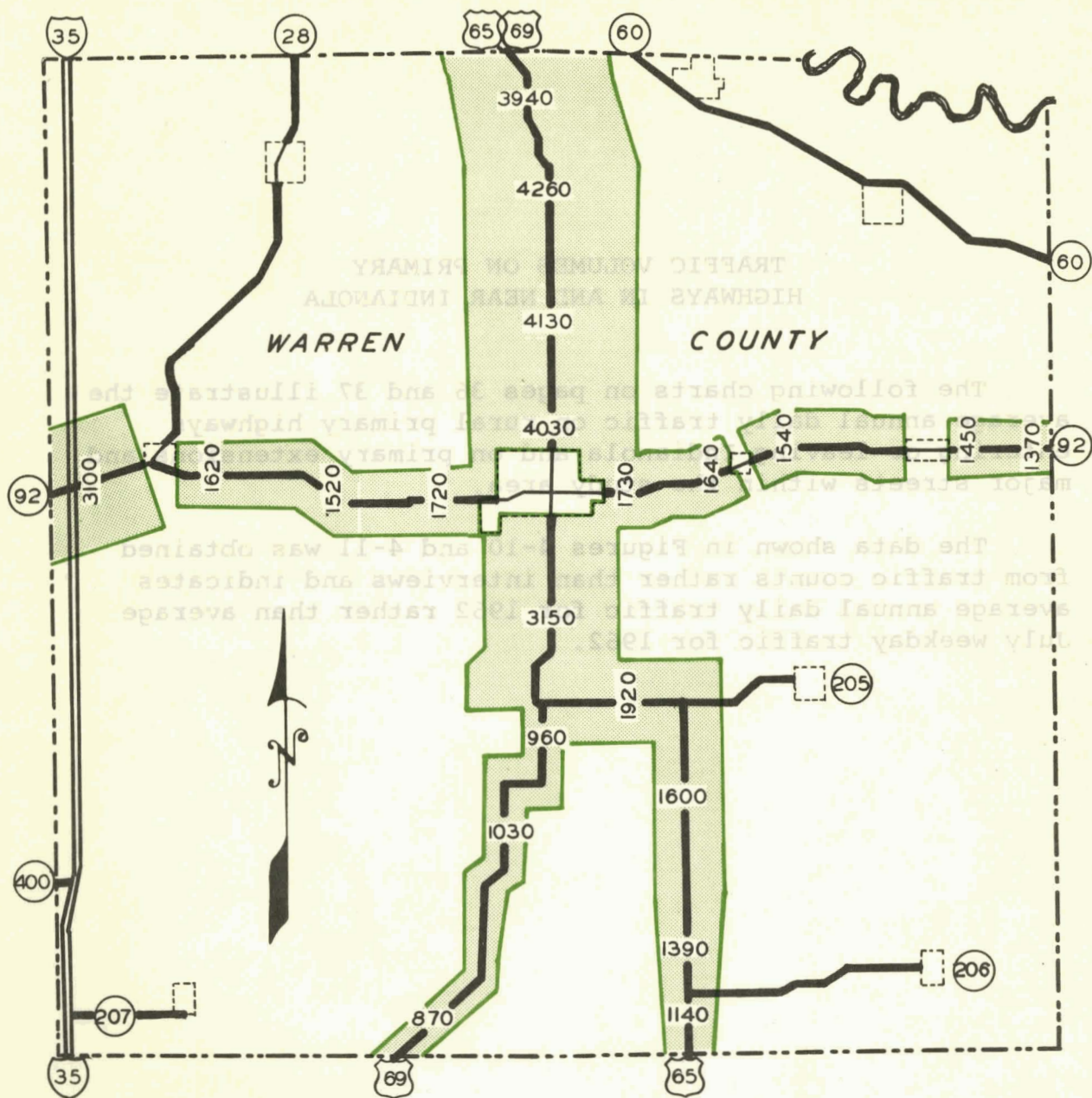


GRAPHIC SCALE

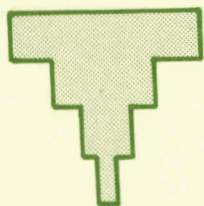


4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

INDIANOLA URBAN AREA
ENTERING THE
ON RURAL PRIMARY HIGHWAYS
TRAFFIC VOLUMES
FIGURE 4-10



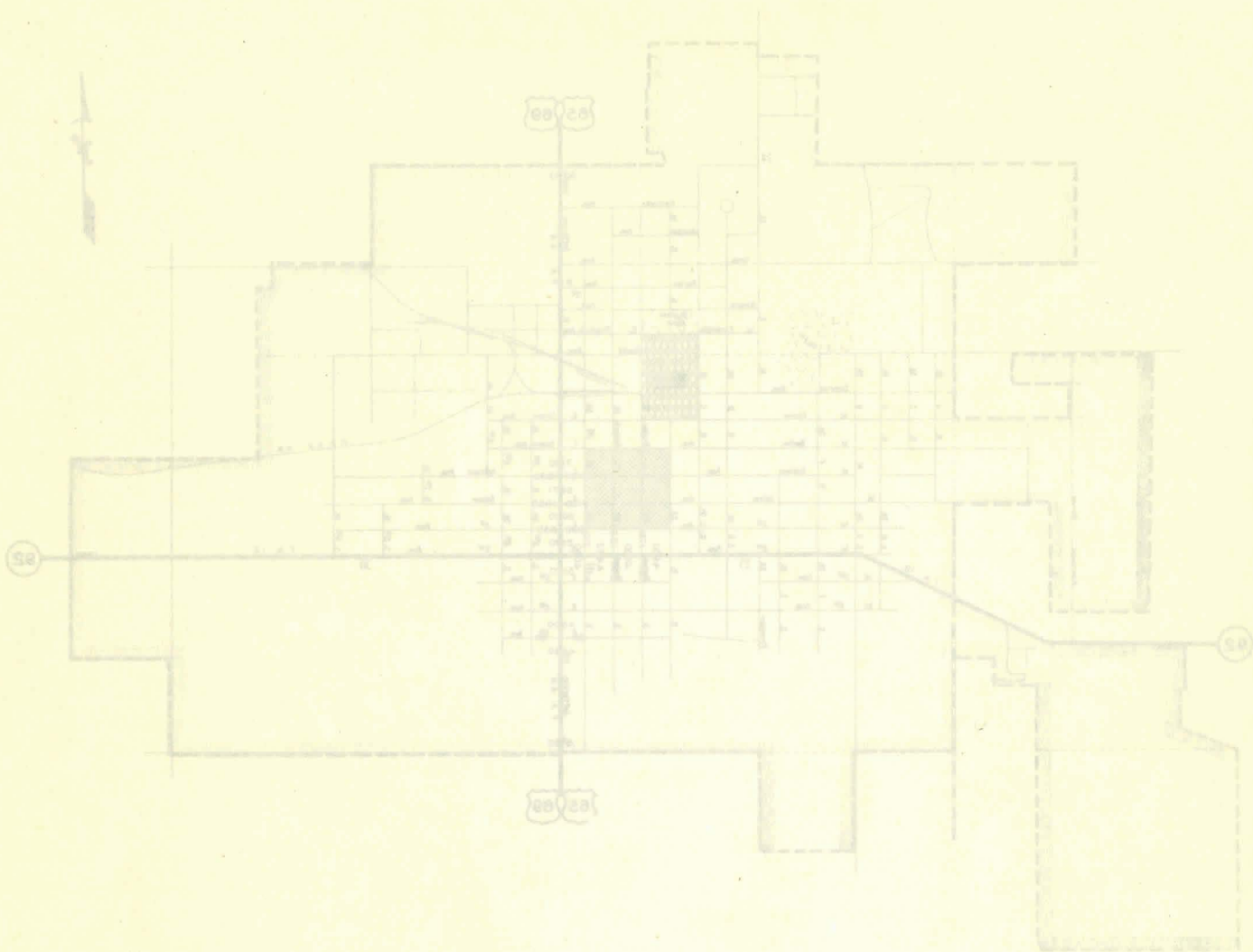
GRAPHIC SCALE



4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

AVERAGE ANNUAL DAILY TRAFFIC 1962

FIGURE 4-10
TRAFFIC VOLUMES
ON RURAL PRIMARY HIGHWAYS
ENTERING THE
INDIANOLA URBAN AREA



INDIANOLA URBAN AREA
 AND MAJOR STREETS IN THE
 ON PRIMARY ROAD EXTENSIONS
 TRAFFIC VOLUMES
 FIGURE 4-11
 AVERAGE ANNUAL DAILY TRAFFIC
 1962

Appendix

The image displays three overlapping table templates, likely for traffic data collection. The topmost table is a large grid with 10 columns and 20 rows. The middle table is a smaller grid with 10 columns and 10 rows. The bottom table is a large grid with 10 columns and 20 rows. The tables are tilted and overlap each other, suggesting they are part of a larger set of documents.

INTERPRETATION OF TABLE A-1

The following table shows a compilation of 1962 average July weekday traffic for Indianola.

Table A-1 shows the directional movement of external trips to, from and through Indianola. Tract or station origin may be found in the vertical columns along either side of the table. Tract or station destination may be found in the horizontal columns across the top or bottom of the table. In Table A-1 it will be necessary to add origins to destinations in order to determine the number of trips between two points.

ORIGIN AND DESTINATION OF TRIPS
ENTERING OR LEAVING
THE INDIANOLA URBAN AREA

TABLE A-1

AVERAGE JULY-WEEKDAY TRAFFIC-1962

TRACT OR STATION	DESTINATION											Grand Total	Tract or Station										
	C.B.D.	1	2	3	4	5	6	7	8	9	10			11	Indianola Total	U.S. 65 & 69 North	East	Iowa 92 South	Iowa Ave. East	Local Road North	Plainview Ave. East	F.A.S. 2893 South	Euclid Ave. West
1 C.B.D.	1	2	3	4	5	6	7	8	9	10	11		784	785	786	787	788	789	790	791	793	794	743
2													279	115	156	193							743
3													69	19	15	20							123
4													195	33	56	42							326
5													353	98	155	132							738
6													43	17	14	16							90
7													170	43	85	54							352
8													133	28	32	53							246
9													39	4	9	9							61
10													16	8	3	9							36
11													242	51	48	47							388
Indianola Total													167	18	22	20							227
784 U.S. 65 & 69 North	269	92	178	329	36	168	125	35	8	212	139	1591	1706	434	595	595							3330
785 Iowa 92 East	109	16	34	100	17	56	30	4	9	48	26	449	140	112	1039	69							1220
786 U.S. 65 & 69 South	135	15	47	130	14	83	26	9	2	43	15	519	1093	35		333			1				512
787 Iowa 92 West	206	8	44	119	16	54	55	8	16	47	18	591	81	370	56				1				1185
788 Iowa Ave. East																							509
789 Local Road North																							1100
790 Plainview Ave. East																							788
791 F.A.S. 2893 South																							
793 Euclid Ave. East																							
794 Country Club Rd. N.																							1
External Total	719	131	303	678	83	361	236	56	35	350	198	3150	1314	517	1133	460	1						3427
Grand Total	719	131	303	678	83	361	236	56	35	350	198	3150	3020	951	1728	1055	1						6577
Tract or Station	1	2	3	4	5	6	7	8	9	10	11	Total	784	785	786	787	788	789	790	791	793	794	Ext. Grand Total

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 784, U.S. 65 AND 69 NORTH OF THE
INDIANOLA URBAN AREA

Table A-2

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		50	159			7	1	3	5	781	1006	17.25
Transact Business	36	63	7		2	11	5	3	1	528	656	11.25
During Work	57	4	444	1						32	538	9.23
Medical or Dental						4				48	52	.89
School		2				2			1	27	32	.55
Recreation Social or Cultural	4	11	1	1	1	147	2	3	6	614	790	13.55
Eat	1		1			5				13	20	.34
Shop		1						2		153	156	2.68
Serve Passengers	7					5	1	2	9	45	69	1.18
Home	738	638	27	54	28	784	25	153	65		2512	43.08
Total	843	769	639	56	31	965	34	166	87	2241	5831	100.00
Percent	14.46	13.19	10.96	.96	.53	16.55	.58	2.85	1.49	38.43	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 785, IOWA 92 EAST OF THE
INDIANOLA URBAN AREA

Table A-3

Average July Weekday Traffic 1962

Trip Purpose - Destination

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home	Total	Percent
Work		10	54			3	2			127	196	10.25
Transact Business	4	13	1		1	2			1	171	193	10.09
During Work			258							1	259	13.55
Medical or Dental										10	10	.52
School										6	6	.32
Recreation Social or Cultural		8				64		2		366	440	23.01
Eat	2									3	5	.26
Shop										35	35	1.83
Serve Passengers									1	14	15	.79
Home	131	156	1	11	11	371	9	45	18		753	39.38
Total	137	187	314	11	12	440	11	47	20	733	1912	100.00
Percent	7.17	9.78	16.42	.57	.63	23.01	.57	2.46	1.05	38.34	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 786, U.S. 65 AND 69 SOUTH OF THE
INDIANOLA URBAN AREA

Table A-4

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		29	68			4	2		2	263	368	10.72
Transact Business	11	40	7	1		7			2	351	419	12.21
During Work	14		359							7	380	11.07
Medical or Dental										29	29	.85
School										8	8	.23
Recreation Social or Cultural	2	7			1	136	3	3	4	530	686	19.99
Eat	2					2				7	11	.32
Shop						5			1	90	96	2.80
Serve Passengers						2	1		4	17	24	.70
Home	265	409	7	33	7	578	3	86	23		1411	41.11
Total	294	485	441	34	8	734	9	89	36	1302	3432	100.00
Percent	8.57	14.13	12.85	.99	.23	21.39	.26	2.59	1.05	37.94	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 787, IOWA 92 WEST OF THE
INDIANOLA URBAN AREA

Table A-5

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination									Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers		
Work		14	32			5	3			99	7.10
Transact Business	10	41	6		1	2				209	12.48
During Work	17	2	290							9	14.75
Medical or Dental										17	.79
School						2				3	.23
Recreation Social or Cultural	1	7	18		11	74	1	1	1	357	20.51
Eat	1					1				10	.56
Shop		1				2				79	3.81
Serve Passengers				1		4	1		3	15	1.11
Home	118	240	3	30	1	347	9	64	21		38.66
Total	147	305	331	31	2	437	14	65	25	798	100.00
Percent	6.82	14.15	15.36	1.44	.09	20.28	.65	3.02	1.16	37.03	100.00

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
ALL INTERVIEW STATIONS
TO OR FROM INDIANOLA
(Duplicate Through Trips Removed)
Average July Weekday Traffic 1962

Table A-6

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		88	240			18	8	3	7	1033	1397	14.10
Transact Business	56	121	18	1	11	15	5	4	4	979	1214	12.25
During Work	67	4	951	1						36	1059	10.69
Medical or Dental						4				86	90	.91
School		2				3			1	39	45	.45
Recreation Social or Cultural	6	32	1	1	2	245	8	6	9	1194	1504	15.18
Eat	7	1				8				33	49	.50
Shop		2				5		2	1	304	314	3.17
Serve Passengers	7			1		9	3	2	12	73	107	1.08
Home	1010	1089	31	107	39	1399	47	304	102		4128	41.67
Total	1153	1338	1242	111	52	1706	71	321	136	3777	9907	100.00
Percent	11.64	13.51	12.54	1.12	.52	17.22	.72	3.24	1.37	38.12	100.00	

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